

# BookletChart™

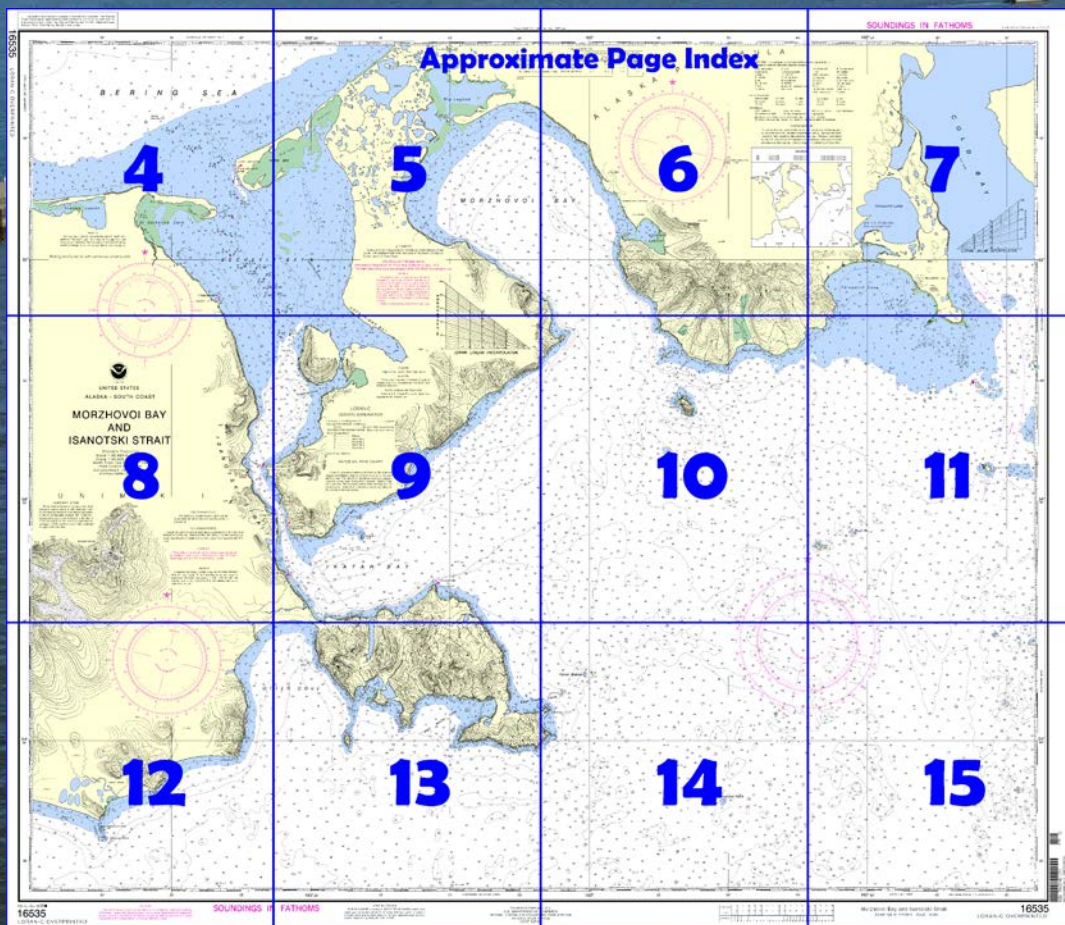
## ***Morzhovoi Bay and Isanotski Strait*** **NOAA Chart 16535**



***A reduced-scale NOAA nautical chart for small boaters***  
***When possible, use the full-size NOAA chart for navigation.***



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

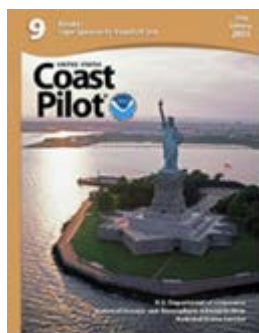
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16535>.



#### (Selected Excerpts from Coast Pilot)

Ikatan Bay and Isanotski Strait separate Unimak Island from the Alaska Peninsula. Isanotski Strait, known locally as False Pass, is in general used for fishing boats and other craft of less than 10-foot draft when bound for Bering Sea points. Vessels up to 419 feet in length have entered the strait and docked at the False Pass cannery which is on the Unimak side, 3.5 miles within the entrance. The region is approached by steamers from the inside route along the

Alaska Peninsula through Deer Passage, from seaward through the passage between Sanak Island and Hague Rock, and from the W through the passage between Cape Pankof and Sanak Island.

**Pilotage, Isanotski Strait.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the inside waters of the State of Alaska.

The Alaska Peninsula is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for pilot pickup stations and other details.)

**Ikatan Bay**, on the N side of the Ikatan Peninsula, is deep and free from dangers except for the area N of Sankin Island.

**Ikatan Point Light** (54°46'34"N., 163°11'13"W.), 81 feet (24.7 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the N tip of Ikatan Point.

**Sankin Island**, about 1 mile from the N shore of Ikatan Bay, is high and rocky. In the passage between the island and the mainland is a reef awash at low water. For several years, during the early part of the fishing season, two or three floating salmon canneries have operated from the anchorage just W of Sankin Island. After the middle of July, they usually move to the Bristol Bay region.

The SW side of Ikatan Bay is separated from Otter Cove by a sandy isthmus 20 to 30 feet high; a shifting river enters the bay at the middle of this lowland and the flat off its mouth drops off abruptly to deep water. Several abandoned fish traps are along this shore. In 1980, it was reported that the fish traps along the S and SW shores of Ikatan Bay had been removed but stumps may remain; caution is advised.

**Isanotski Strait (False Pass)**, between the end of the Alaskan Peninsula and Unimak Island, has its S entrance at the NW end of Ikatan Bay.

**Isanotski Strait Light 2** (54°48'55"N., 163°21'46"W.), 17 feet (5.2 m) above the water, is shown from a skeleton tower with a red triangular daymark on the spit off high and rocky **Kabuch Point** at the E entrance to Isanotski Strait. A reef that uncovers makes off a short distance from the point. The W side of the entrance is a low sand beach.

**Whirl Point**, on the Unimak side about 1 mile within the S entrance to Isanotski Strait, is bold and marked by a light. A reef that uncovers makes off a short distance from the point, then drops abruptly to deep water. At high water the end of this reef is made evident by the swirls of the current.

A private wharf owned by a fish processing company is on the Unimak Island side at **False Pass**, 3.5 miles N of the S entrance to Isanotski Strait. The wharf has a 60-foot face and a depth of about 26 feet alongside. The fish processing company office maintains radio and telephone communications (call sign, KIJ-23, False Pass, on 4125 kHz and VHF-FM channels 16 and 6). Gasoline, distillate, fuel oil, and water are available year round. There is also a small oil dock with shallow water along its face. The ebb current flowing S sets toward the low flat point just south of the wharf, and with such a current, care must be taken to avoid being set onto this point on leaving the wharf. Because of strong currents and changeable eddies, this wharf must always be approached with caution. A public dock is about 0.5 mile NW of the fish processing wharf and has a reported 175-foot face with 28 feet reported alongside. It is a scheduled stop on the Alaska Marine Highway System and water and electricity are available.

**Isanotski Strait Light 6** (54°51'23"N., 163°23'30"W.), 21 feet (6.4 m) above the water, is shown from a skeleton tower with a red triangular daymark on Island Rock just off Nichols Point.

**Ice.**—The strait is normally open to navigation throughout the winter except under extreme ice conditions.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

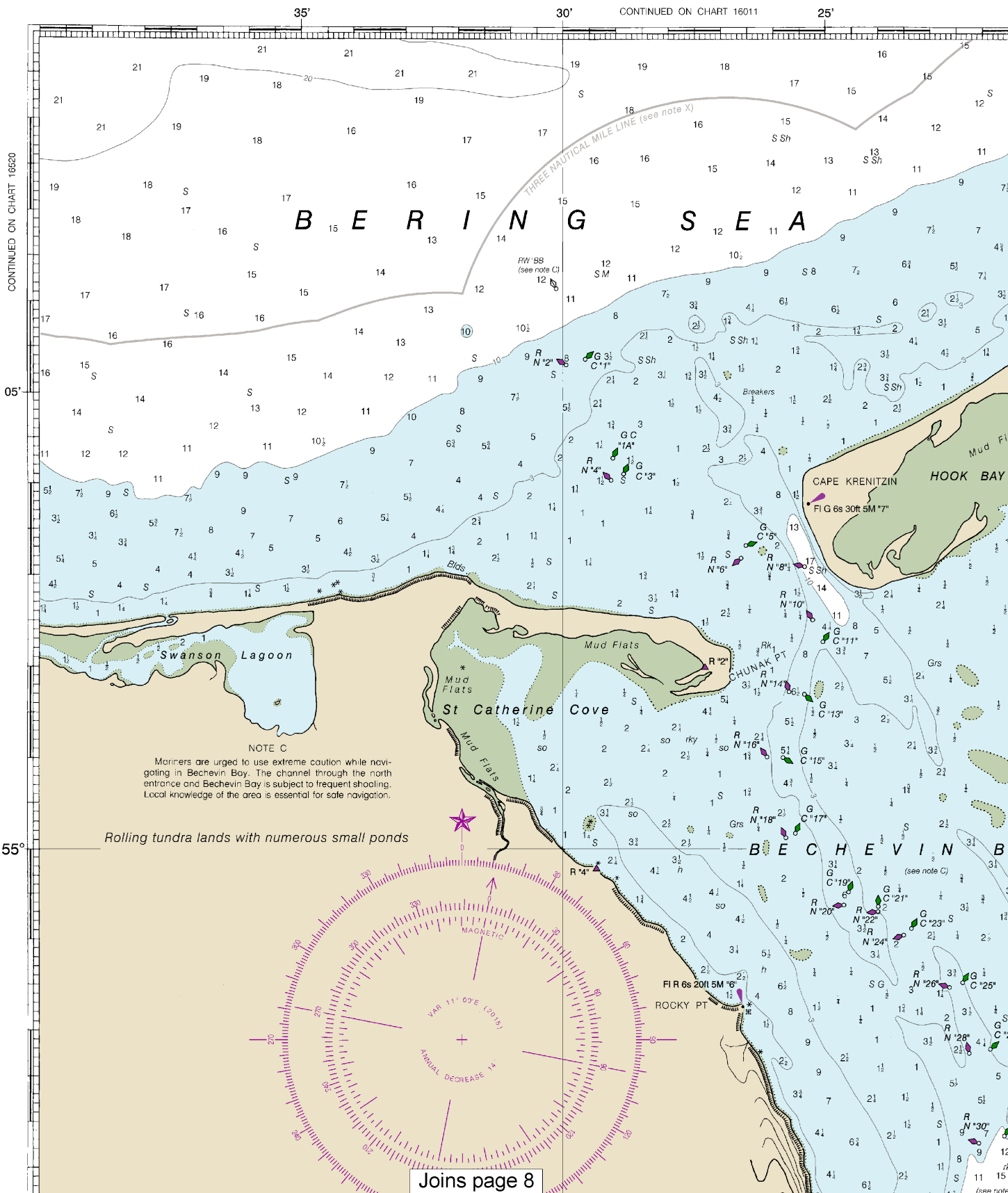
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

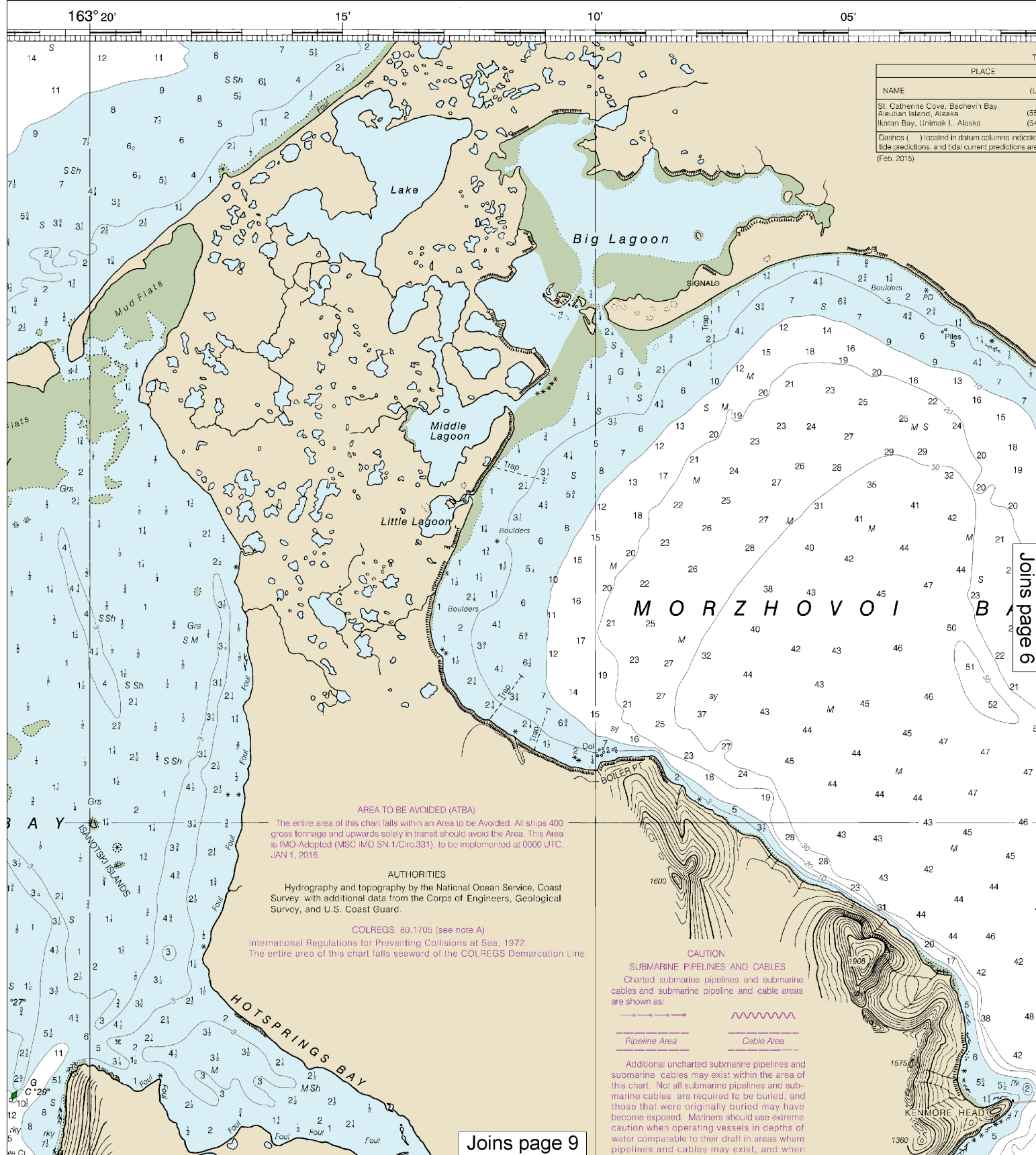
These volumes are available online at <http://www.navcen.uscg.gov>

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Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:107546. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

05'

163°

55'

50'

## TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
St. Catherine Cove, Bechevin Bay, Aleutian Islands, Alaska		(55°01'N/163°30'W)	feet 4.7	feet 4.2	feet 1.6
Ikatian Bay, Unimak I., Alaska		(54°45'N/163°19'W)	feet 6.5	feet 5.9	feet 1.3

Dashes ( - ) located in datum columns indicate unavailable datum values for a tide station. Real time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Feb. 2015)

## ABBREVIATIONS

Aids to Navigation (A)

AERO: aeronaut

AL: alternating

B: black

BN: beacon

C: can

DIA: diaphone

F: fixed

FI: flashing

Bottom characteristics

Bds: boulders

bk: broken

Cy: clay

Miscellaneous:

AUTH: authorized

ED: existence

(2): Wreck, rock

(2): Rocks that

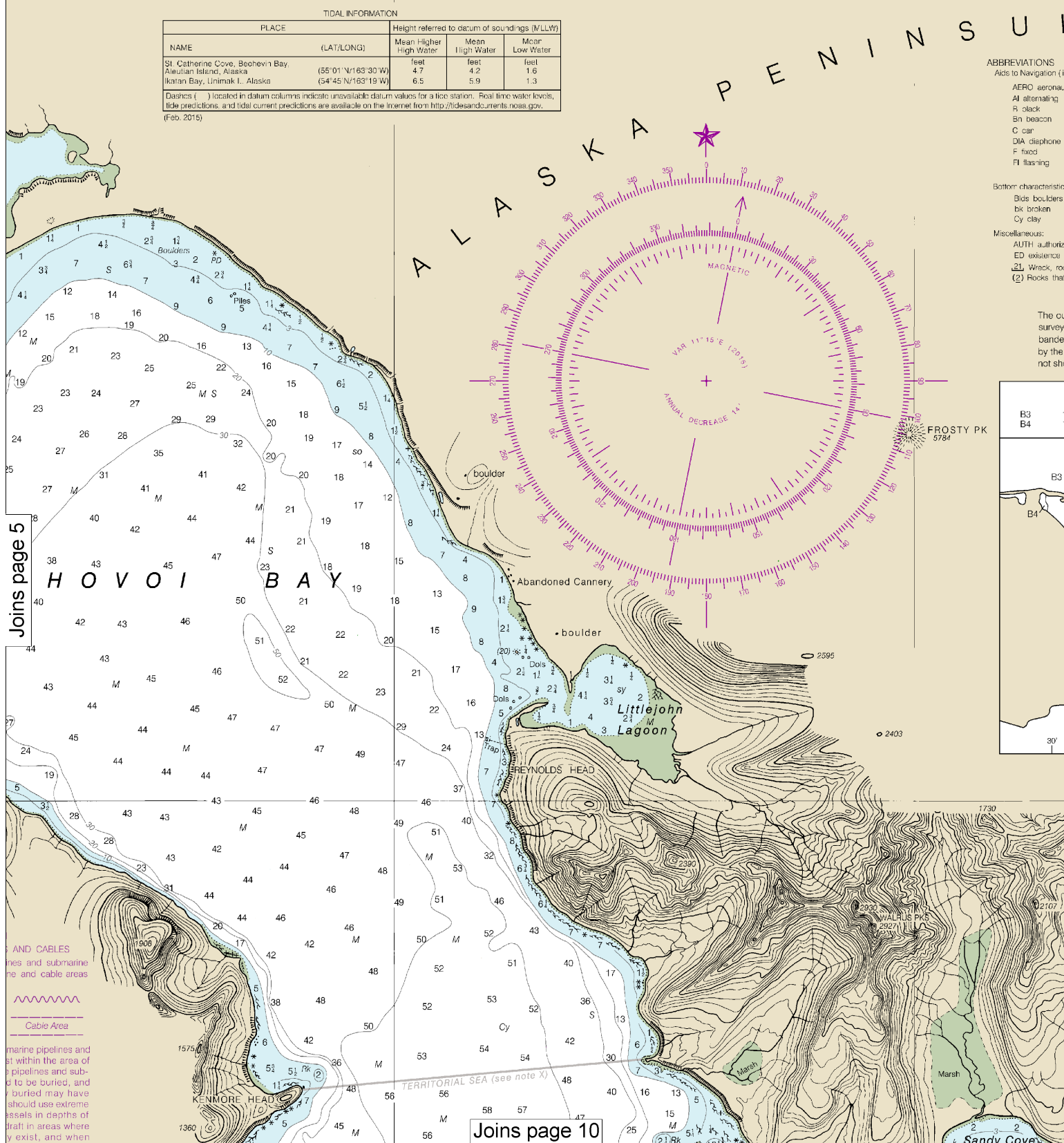
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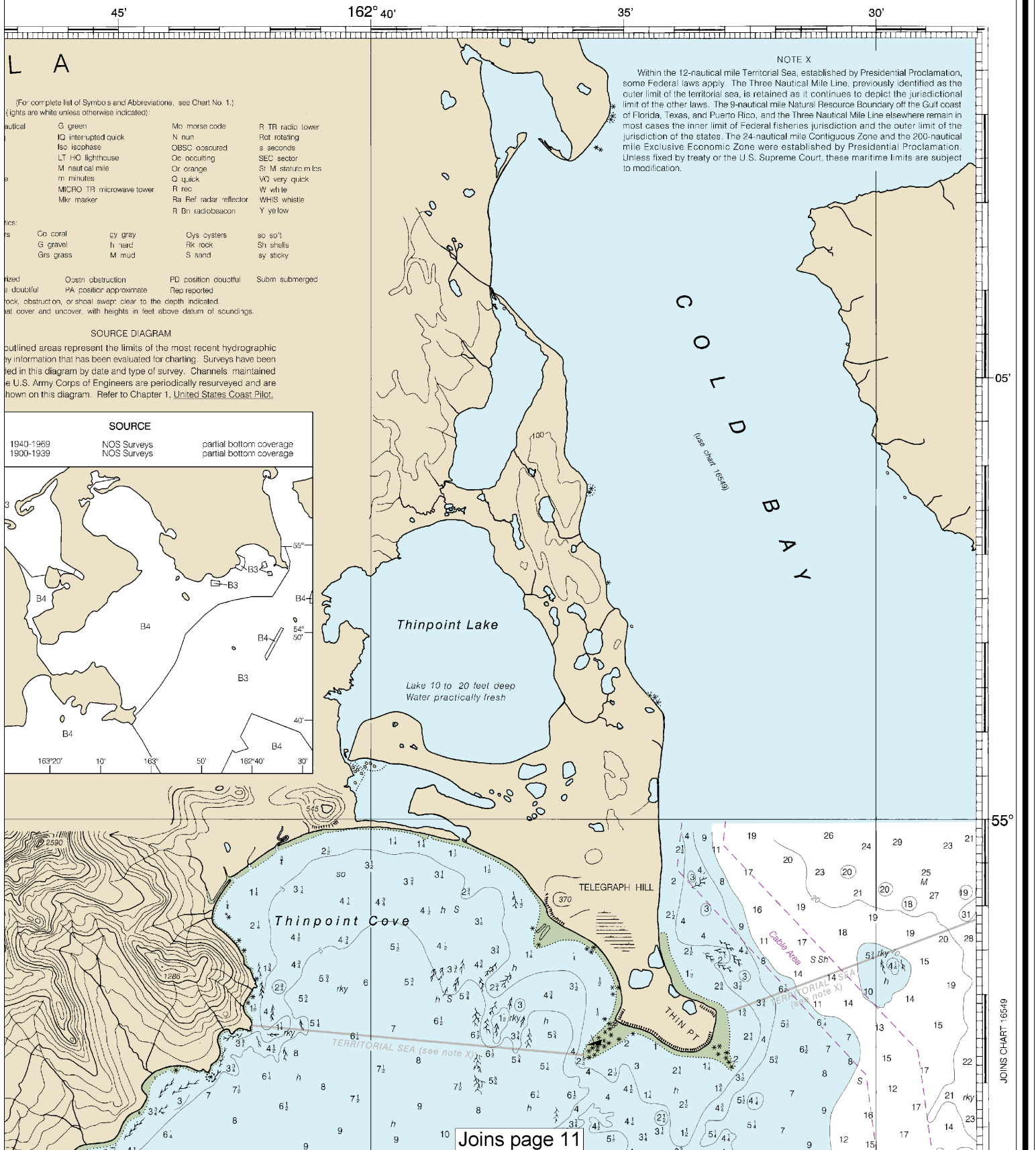
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Joins page 4



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
ALASKA - SOUTH COAST

# MORZHOVOI BAY AND ISANOTSKI STRAIT

Mercator Projection  
Scale 1:80,660 at Lat. 54°50'  
Scale 1:80,000 at Lat. 55°10'

North American Datum of 1983  
(World Geodetic System of 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 3.170" southward and 7.208" westward to agree with this chart.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## NOTE B

Numerous fish traps charted along the shoreline between Whirl Pt. and Ikatan Pt. are reported to be no longer in existence. Mariners navigating in the area should use caution due to the possibility that submerged stumps or piles may remain.

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are shown as:



Pipeline Area



Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**NOTE A**

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

**HEIGHTS**

Heights in feet above Mean High Water.

**CAUTION**

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**SUPPLEMENTAL INFORMATION**

Consult U.S. Coast Pilot 9 for important supplemental information.

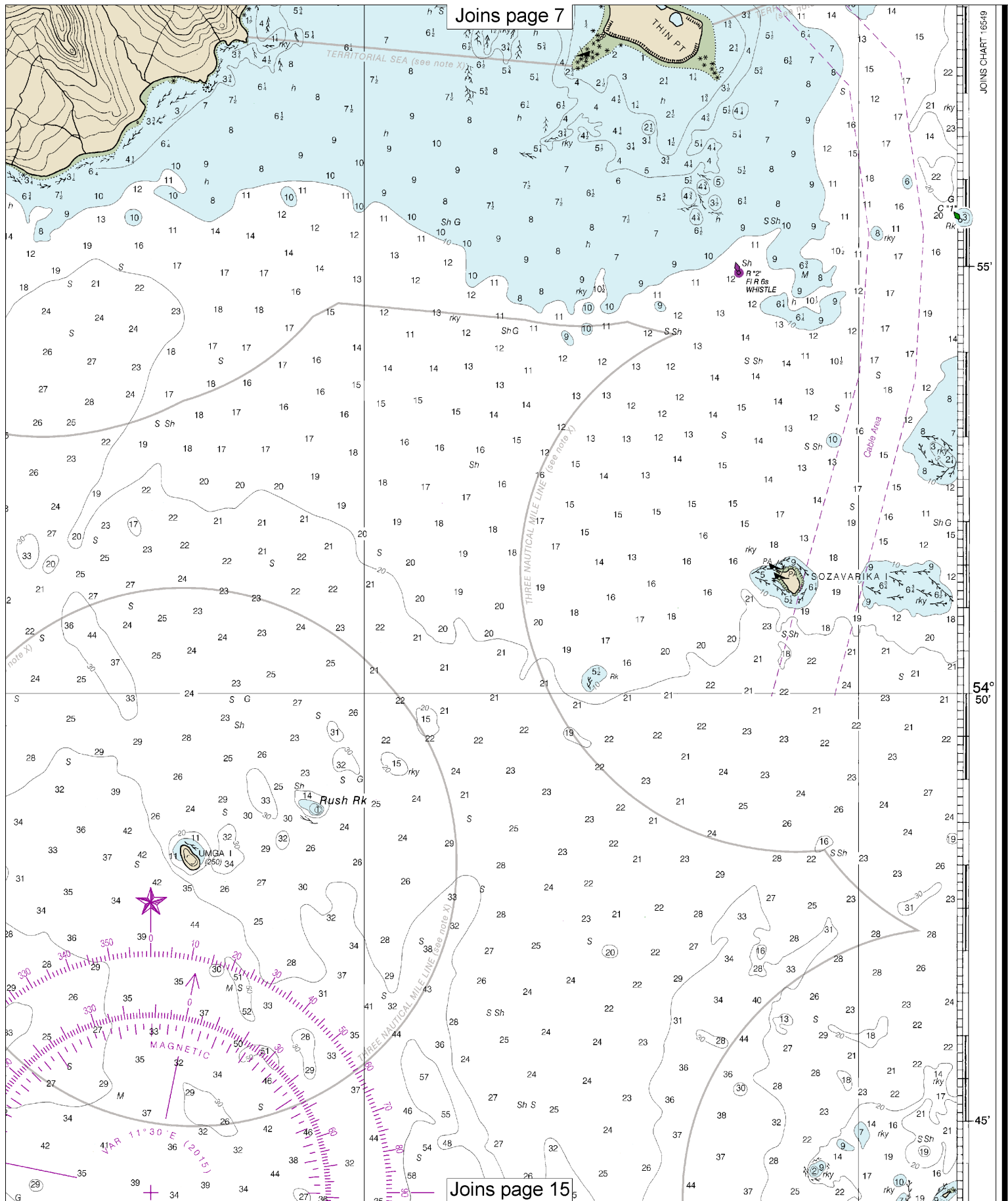
marine pipelines and at within the area of the pipelines and sub- to be buried, and y buried may have should use extreme essels in depths of draft in areas where y exist, and when awling.

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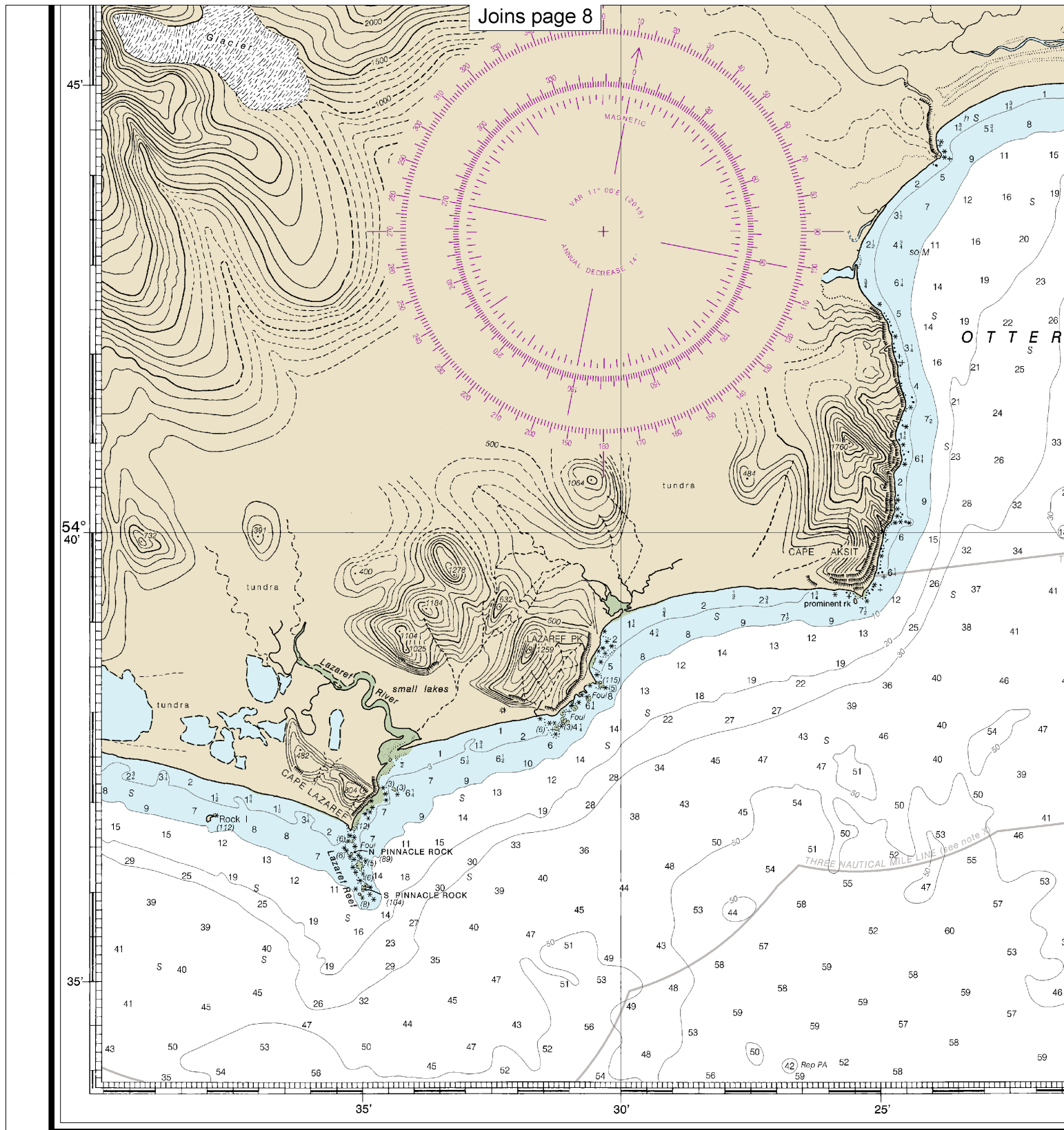
Joins page 9

Joins page 14

Note: Chart grid lines are aligned with true north.

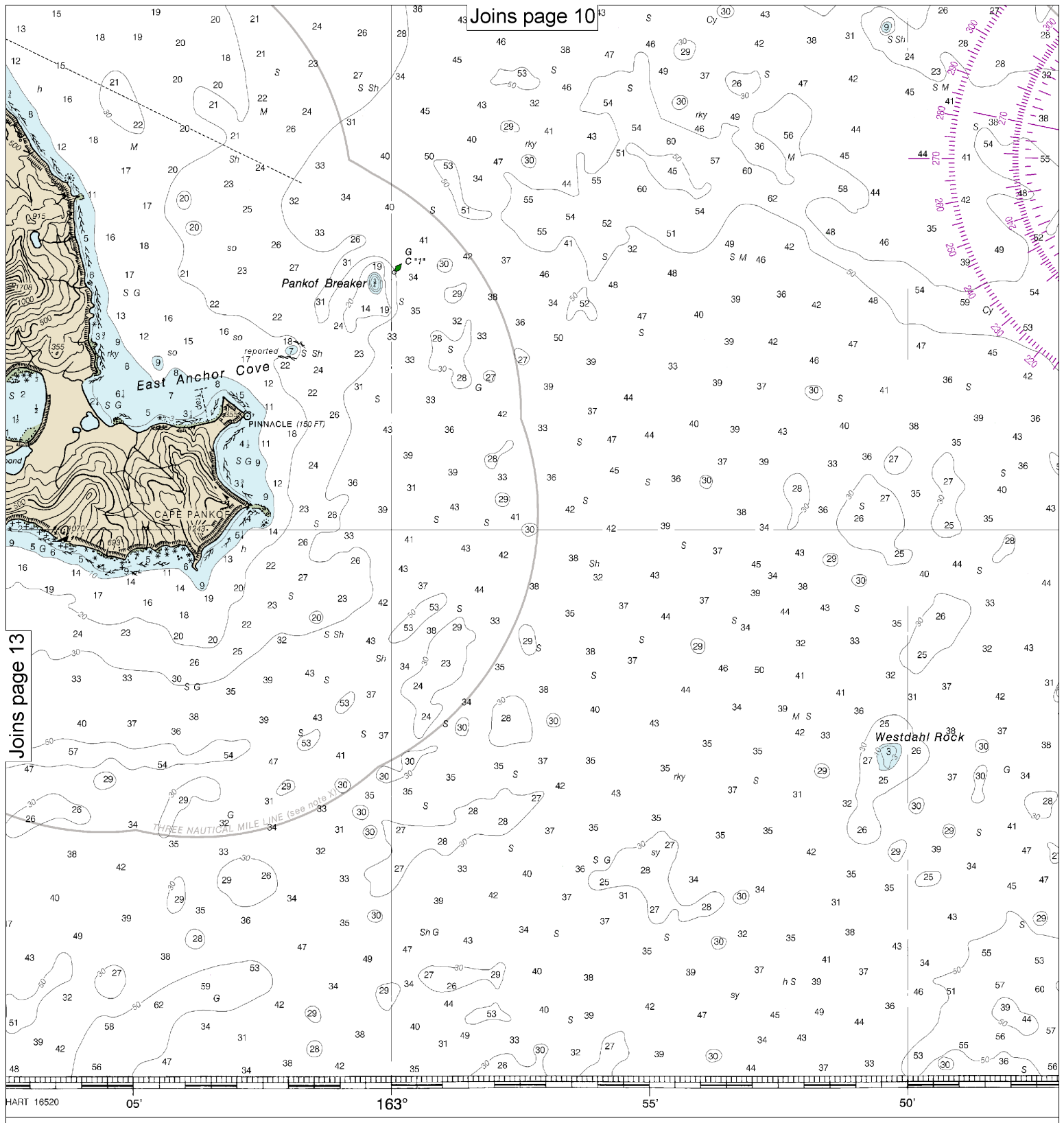






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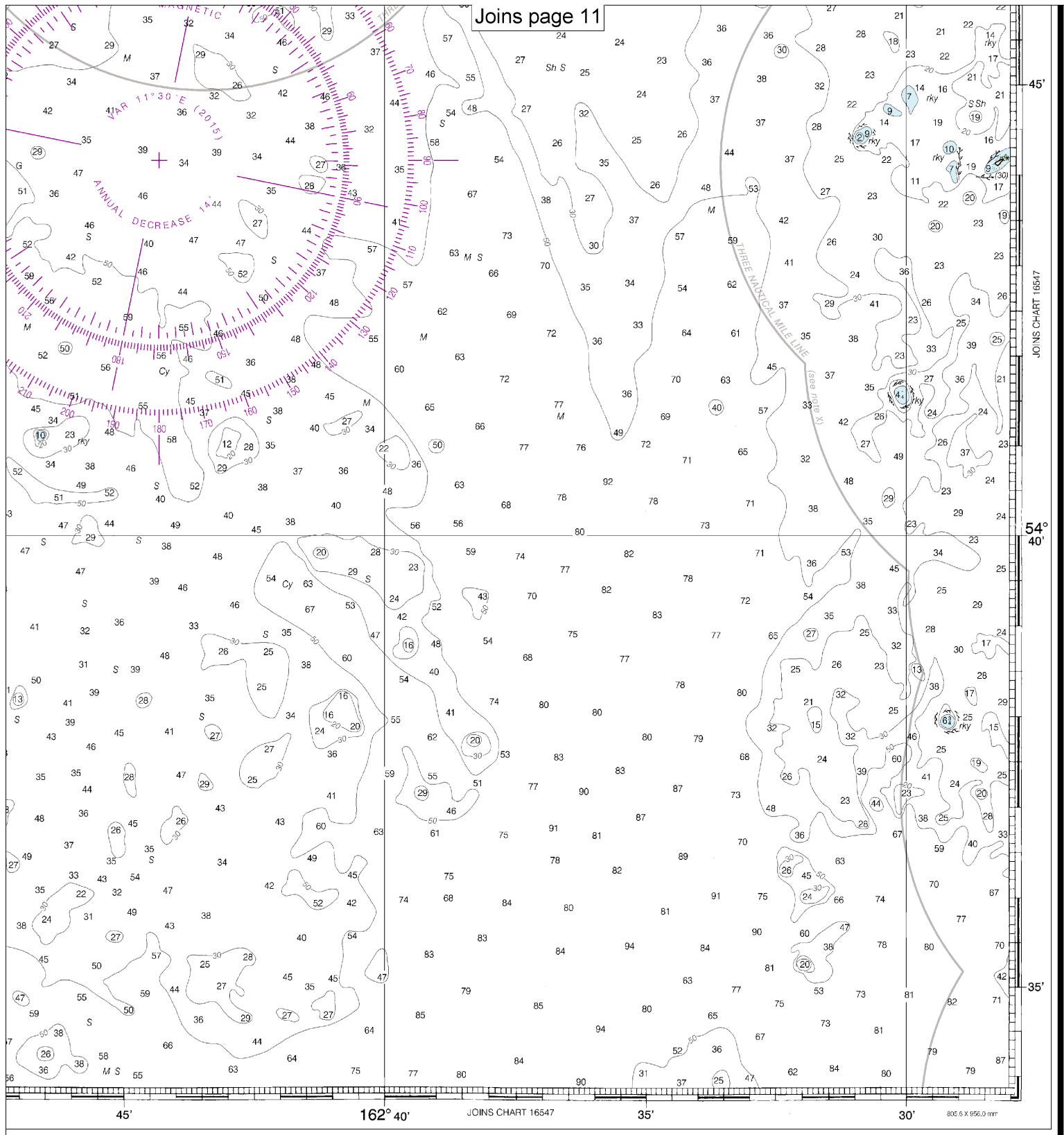
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Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

FAHOMNS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6





JOINS CHART 16547

54°  
40'

35'

JOINS CHART 16547

805.6 X 956.9 mm

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Morzhovoi Bay and Isanotski Strait  
SOUNDINGS IN FATHOMS - SCALE 1:80,660

16535



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.